

COTTAM & CO.,
GENERAL OUTFITTERS, &c.
ARE SHOWING
A very Cheap Line
IN TENNIS SHOES,
DECK SHOES,
WALKING SHOES,
&c. &c. &c.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 551 日八月二年三十二號光

SATURDAY, MARCH 20, 1897.

六月廿二日三英港香

THIRTY DOLLARS
PER ANNUM.

JOB PRINTING.
THIS department of the
Hongkong Telegraph
Having been replenished with a
large assortment of type, orders
can now be executed quickly
and in the best style.
Address—6, Pedder's Hill,
Hongkong.

BILLS.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....\$300,000
RESERVE LIABILITY OF SHAREHOLDERS.....\$300,000
RESERVE FUND.....\$150,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " 6 " " 3 " "

" " 3 " " 2 " "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 19th October, 1896. [3]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital.....\$1,000,000
Subscribed Capital.....\$500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillikin, Esq. Chow Tung Shang, Esq.
H. Stoltzendorf, Esq. Kwan Ho Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1897. [7]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$ 6,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

ST. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING.—Deputy Chairman.
C. Beurmann, Esq. A. I. Raymond, Esq.
G. D. Bowring, Esq. R. L. Richardson, Esq.
G. B. Dodwell, Esq. D. R. Sassoon, Esq.
R. M. Gray, Esq. R. Stewart, Esq.
A. McConachie, Esq. N. A. Siebe, Esq.

Chief Manager:
Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—J. P. Wade Gardner, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months... 2½ per Cent per Annum.
For 6 months... 3½ per Cent per Annum.
For 12 months... 4 per Cent per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 27th February, 1897. [8]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
Cent per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1897. [9]

For Sale.

FOR SALE.

EX S.S. "TACOMA"
GOOD AND PURE BEER.

From the MINNEAPOLIS BREWING CO., U.S.A.

GOLDEN GRAIN BELT LAGER BEER,

EXTRA PALE.

In Cases of 4 doz. Quarts or 6 doz. Pints at \$1.
One WATER-BURY NICKEL WATCH will be
given away with every two cases of Beer.

Family and Pocket Coin Patterns will be
supplied, and sample bottles given to consumers.

BARLETTO & Co.

Sole Agents for the
MINNEAPOLIS BREWING CO.

Hongkong, 8th March, 1897. [423]

Intimation.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG.

A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M.

DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOM.

For further Particulars apply to

THE MANAGER,

MOUNT AUSTIN HOTEL.

Hongkong, 15th July, 1897. [444]

Insurances.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

Hongkong, 28th May, 1897. [48]

THE MANCHESTER FIRE ASSURANCE
COMPANY.

ESTABLISHED A.D. 1854.

CAPITAL.....\$2,000,000

TOTAL FUNDS AND SECURITY.....\$2,450,053

NET ANNUAL FIRE PREMIA.....\$ 757,478

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THE MANCHESTER FIRE ASSUR

THE HONGKONG TELEGRAPH, SATURDAY, MARCH 20, 1897.

TO-DAY'S ADVERTISEMENTS.

THEATRE ROYAL,

CITY HALL.

ATTENTION!!

THE GREAT AMUSEMENT EVENT OF THE YEAR!
TO-NIGHT! TO-NIGHT!
(SATURDAY), MARCH 20TH, 1897,

HUDSON'S

SURPRISE PARTY.

THE DONATORS OF MIRTH AND MUSIC
STAR ARTISTS 19

OUR COMBINATION OF ACKNOWLEDGED VOCALISTS,
COMEDIANS, INSTRUMENTALISTS AND DANCERS
WILL APPEAR IN THE FOLLOWING MONSTER
PROGRAMME:

PART FIRST.
MINSTRELS.
OUR SOCIAL GATHERING,
Miss MAY HARGOOD
will preside at the Piano-forte.

Tambourinists: *Boutots*:
Mr. T. HUDSON Mr. J. KEARNS.
Mr. A. MCKISSON Mr. F. HARLEY.

Conversationists:
Miss LILLIE LINTON.

Introductory "Spring Time" Company,
Overture... Song & Dance "Jubilation" ... Thornton
Medley ... Sisters.

Song ... "By the Four" Miss Lillian
Song ... "Iain" Stanbridge.

Acrobatic "Sunny" Meiss.

Song and "Southern McKisson &
Dance" ... Kearns.

"The Mighty" Miss Violet
Song ... "Deep" Elliott.

Humoresque and Jubilee "Hear dem Bells" Mr. T. Hudson

Refrain ...

Serenade "The Jolly Girl" Miss Ida

Effusion & "Sally Horner" Mr. W. King.

(Overture and Vocal Quartettes arranged by
Miss A. HARGOOD)

First Part terminating with Scene from the
Galeyle Burlesque.

THE SHOP GIRL.

Introducing an Original Japanese and Fan
Dance by Miss L. LINTON and Miss J. WILLIAMS,
and a "Golden Hair Down Her Back"
Tableau.

(BY THE WHOLE COMPANY).

INTERVAL OF TEN MINUTES ONLY.

PART II.

Interlude, Piano ... Mr. H. BURTON.

And Now Comes

ALTRO, The Demon Equilibrist, in his
Marvellous Performance.

HUDSON will Rhapsodise and Parody a few
moments.

Miss MAY HARGOOD, the Brilliant Solo Pianist
will play grand Paraphrase on Scotch Airs
"Aberdeen."

THE GOURLAY (William and Amy), the Versatile
Character Artists, in their Original
and Humorous Sketch.

"THAT AWFUL GIRL"

Miss JESSIE WILLIAMS, in her Wonderful
Teachical Originality.

Messrs. MCKISSON and KEARNS, in their
Original Grotesquerie "Silence and Fun,"

Miss IDA ROSLYN, the Young English Souffre,
in her amusing Sario-Vocal Effusions and
Dances,

The Evening's Entertainment terminating with
Fusion's Laughable Sketch

"DR. BROWN'S TROUBLES OR
THOMPSON'S GHOST."

PRICES OF ADMISSION:—\$3, \$2 & \$1.

SOLDIERS AND SAILORS IN Uniform Half-price
to back seats only.

Reserved Seats booked at W. ROBINSON &
Co.'s Music Warehouse.

Doors Open at 8.30. Smiling Begins at 9.15 P.M.
Ambulance for laughter-exhausted Patrons
at 11.15.

THOS. P. HUDSON, Proprietor.
ARTHUR J. ROYD, Representative.

Hongkong, 20th March, 1897.

[487]

COMPAGNIE DES MESAGERIES
MARITIMES.

PAQUEBOATS-POSTE FRANCAIS.

BEGINNING with the MAIL of the 3rd
Instant, every alternate Steamer will
RESUME calling again at BOMBAY.

Hongkong, 20th March, 1897.

[488]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA."

Captain Robson, will be despatched for the
above Ports on TUESDAY, the 23rd Instant, at
daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 20th March, 1897.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN."

FROM ANTWERP, LONDON, AND

STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Parramatta*.

From Australia, ex S.S. *Volante*.

From Calcutta, ex S.S. *Melba* and *Sumatra*.

From Madras, ex S.S. *Camerata*.

Optional goods will be landed here unless
instructions are given to the contrary before 3
P.M. TO-DAY.

Goods not cleared by the 26th instant, at 4
P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 20th March, 1897.

[490]

INTIMATIONS.

DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

BIRTHS.

At Pekin, on the 4th instant, the wife of
J. RUSSELL BRAZIER, Deputy Commissioner,
Inspectorate General of Customs, of a son.
At Mohawk Lodge, Shanghai, on the 14th instant,
the wife of HENRY MORRIS, of a son.

On 14th instant, at 10, Kiangto Road, Shanghai,
the wife of FREDERICK CLIFFORD, S. W. W.
Co., of a daughter.

and a useful one, but it must be enforced
with discrimination according to the spirit
and not according to the letter, and such
proceedings and such sentences, as we
have had lately only stir up ridicule and
contempt for the law and provoke the
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THE HONGKONG TELEGRAPH, SATURDAY, MARCH 20, 1897.

A CORRESPONDENT of the *Times* writes to that paper as follows:—“M. Faure visited, on February 10th, the Pasteur Institute, where Dr. Roux showed him, among other things, “the plague microscope, taken from a Chinaman.” “It has little power of resistance,” said Dr. Boux; “all antiseptics easily get the better of it. At a temperature of 140°els. it dies, but it retains vitality in the soil, and this cannot be disinfected. Hence, in Eastern countries epidemics, favoured by a dense population and insanitary conditions, are perpetuated. If in Europe the plague, crossing the sanitary barriers, succeeds in entering, it cannot spread and rage as in Asia. The best preventive is cleanliness, and there should no alarm.”

THOUGH approving in principle the adoption of a gold standard in Japan, the *Nichi Nichi* condemns the Government's procedure as open to the charge of hastiness, and for that reason is obliged to oppose the contemplated change. Our contemporary enumerates four measures which, in its opinion, should be taken as preliminary essentials to settling the question. In the first place, a Special Committee must be re-appointed to examine the problem. A Monetary Investigation Committee appointed four years ago, during the Ito Cabinet's tenure of power forwarded a report of its deliberations in July, 1895. The majority of the Committee were then opposed to any change in the currency system. Circumstances are very different now from what they were then, and it is necessary to appoint another Special Committee, as the old one no longer exists. In the second place, negotiations should be opened with neighbouring countries and with countries in the Occident, the former with the view of persuading China and others to adopt the gold standard, and the latter with the view of ascertaining the opinion of the Western world about the currency question in general and the contemplated change of the Japanese currency in particular. Japan must endeavour to be in close financial touch with Europe and America in the matter of currency and to that end the use of gold is essential, gold being, after all, a universal medium of exchange the world over. Thirdly, Government Loans must be re-adjusted before changing the monetary system, for there is no reason why Japan should pay interest at the rate of 5 per cent on her bonds after the gold standard is adopted. Fourthly and lastly the most careful researches should be carried out before fixing the ratio between gold and silver, so that whatever figure is least liable to fluctuation may be obtained. The Government's plan of fixing the ratio at 10 of gold to 32 of silver cannot be considered a wise decision, inasmuch as it artificially reduces silver to a price of 200 yen as against gold that is really worth only 192 to 193 yen. Unless all these preliminary points be conscientiously attended to, the *Nichi Nichi* cannot bring itself to approve of the Government's plan.

MARITIME CASUALTIES.

STRANDING OF THE "STRATHALLAN."

THE MISSING "HONGKONG" ARRIVES.

Messrs. Dodwell, Carrill & Co., charterers of the British steamer *Strathallan*, last evening received news from Hobart that she went ashore on Cape Cami on the Monday, the 15th inst. This vessel was on her way to Hongkong with a cargo of coal from Honay, having left Hungkong on the 11th inst, under command of Capt. T. C. Macoubrey.... The place where she is stranded is on the extreme south-west of the Lien Chin Peninsula, at the entrance to the Huihan Straits. This is in the immediate vicinity of the spot where the steamer *Addo* (now Messrs. Martyn & Co's *Hallian*) went ashore some 18 months ago. It is a nasty place for a vessel to be in trouble in, and mariners who know the coast say that at this time of the year there is a lot of fog there, which may probably account for the mishap.

It has been suggested that the "Mary" liner *Hongkong*, which arrived here this afternoon "collision" opposite her name is *Lloyd's Register*, and from the same source we learn that she was one of the well-known "Strath" line owned by J. Hay & Sons, of Glasgow. She was built at Port Glasgow in 1883 and is an iron screw steamer of 1485 tons gross.

Enquiries were made by a *Telegraph* reporter, at the offices of Messrs. Dodwell, Carrill & Co., to-day, but no further information has come to hand.

Regarding the *Strathallan* we find the entry "collision" opposite her name is *Lloyd's Register*, and from the same source we learn that she was one of the well-known "Strath" line owned by J. Hay & Sons, of Glasgow. She was built at Port Glasgow in 1883 and is an iron screw steamer of 1485 tons gross.

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The old Temperance Hall has been torn down, also the ruins of the Tientsin Trading Company, (burnt) preparatory resuming. The Temperance Society is putting up a fine building with much better accommodation for all the purposes of the Society's work than the old hall provided, and room also that can be let to those desiring quiet home-like quarters, or to transient visitors at reasonable rates. It is hoped to place the building under a foreign manager and so make it a more desirable place of resort for seamen, and make it accomplish a better work among them. The T. T. Co. is also about to erect a much larger and finer building than the old one. Growth, improvement, and perhaps one may say "Great Expectations," seem to be the order of the day.

THE PROGRESSIVE SPOT.

As indicating the progressive spirit that is abroad, water-works, electric lighting, a hospital, and apartments have all been before the British Municipal Council and the landowners for discussion. As the lighting by gas proves fairly satisfactory, there does not seem to be any immediate necessity of change. Probably it would have been wise action when the gas taken, to have begun with electricity. The need of a good hospital, supplied with nurses who can look after critical cases in the night as well as in the day, was fully recognised, but it appeared to the majority that the need of good water, and of a reliable inspection of the meat were of greater importance; and it seemed undesirable to attack too many schemes at once, so selection had to be made.

Probably this was wise, but the others must come soon, as our community is a growing one. It is hoped that the so-called "extra-concession" will yet be secured; the arrangement seems likely to be effected. The desirability of the situation on the sea shore, about five miles from the railway station of Peitah, as a health or summer resort appears to be fully accepted, if not established. A considerable number of houses are to be built this season, and property has already made a large advance in value. It can be reached in about two hours from Tientsin, eight by rail, and the remainder across country by various modes of conveyance and through a varied scene with occasional glimpses of the ocean before it is

THE ENGINEERS' DANCE.

The members of the finishing Institution of Engineers and Shipbuilders of Hongkong gave another of their pleasant dances last night in the City Hall. The ball room, music-room, supper room and staircase were nicely decorated with plants, foliage and flags and the company numbered upwards of 300. First-class music was supplied by the band of the Hongkong Regiment, and Mr. Ho Tai, to whom the catering was entrusted, provided a splendid supper. The Officers and Committee spared no trouble to secure the enjoyment of their guests and dancing was kept up with great spirit until 1 a.m., the hour for dispersing arriving all too soon for many. The programme was as follows:—

Waltz.	Lancers.	Schottische.
Pavane.	Volta.	Volta.
Quadrille.	Lancers.	Highland Schottische.
Waltz.	Waltz.	Waltz.
Ham. Fanc.	Ham. Fanc.	Ham. Fanc.
Can-can.	Can-can.	Can-can.
Waltz.	Sir Roger de Coverley.	

The following is the managing committee for the season, to whom the thanks of the guests are due for their courteous and thoughtful attentions:—

Chefman	W. Ramsay.
Vice-Chefman	W. G. Winterburn.
J. B. Cousins.	J. Kyler.
R. Mitchell.	H. E. Bridger.
A. G. Aitken.	A. Sinclair.
A. Bain.	T. Skinner.
W. K. Wylie.	J. Gilchrist.
Hon. Secretary	E. J. Malm.
Treasurer	J. R. Middle.
Librarian	R. Mitchell.
Manager	J. H. Cheney.

A WORD FOR THE ENGINEER.

To many people the occupation of the marine engineer appears an awfully prosaic (and dirty) one, and it is with pleasure we take the following extract from a home paper in defence of the "black squad"—

"We wonder how many landmen in a thousand know or recognise the important part which the marine engineer plays in the articulation of the modern warship or merchant steamship. The thought is induced by the remarks of Sir Edwyn Sandy Dawes, the President of the Institute of Marine Engineers, on the growth of the profession from the time, less than sixty years ago, when the first steam vessel crossed the Atlantic. The evolution of the marine engineer has been rapid, but this is the one class of marine craftsman that above all others has kept pace with the developments of this fast-accelerating age, and he stands to-day, especially the British specimen of him, the most finished product of a century that has created more new types and more new occupations than any that has preceded it. The marine engineer to-day is more important than any deck officer, but his importance is as little recognised by the non-seafaring man as his identity is concealed from the view of those who travel in ships. The eyes that steer the ship are those of the officer of the watch, but the brain that guides the ship to her destination and regulates her internal economy is the brain of the marine engineer. His is the real responsibility, and, we are afraid, his is probably the least share of the honour that is given to those who serve their employers with courage and devotion on the sea."

TIENSIN NOTES.

(From our Correspondent.)

TIENSIN, March 1st.

The railway is progressing rapidly towards Peking. The track is laid more than half-way to the capital, and construction trains are doing their work to within about 30 miles of the terminus. A daily train runs now to a place 30 li beyond Yangtsien, and it will not be long before it will run in another section. I have heard that 10 miles more are to be added to-day. The track is not ballasted as far as laid, but this work is being pushed on as fast as possible. It is hoped that trains will go through to Peking early in May. The amount of passenger traffic that has sprung up on this half section—less than half, indeed—during the short time it has been open, gives good promise of a large business when both ends of the line terminate somewhere. The stone for ballasting has had to be brought from Tongshan, which is a long way off, and it is a wonder that so much has been done towards getting a good road-bed. The bridge across the Peiho near Yangtsien is rapidly nearing completion, indeed may be completed now, as the main structure was about placed in position a week ago. This is a very substantial piece of work, having deep piers against all possible scour. In addition to this bridge, there are a great many smaller ones over small streams, or for water-escape in flood-time. The piers of these are made of one solid block of concrete and cement and have much the appearance of one solid block of stone at a short distance. There are no less than twenty bridges in the distance of about 28 miles covered by the daily trains now running. Their piers go about 8 or 10 feet below the surface and rest upon a solid base of piling, deeper and more secure according to the possible danger from scour or other effects of the water over the flat country.

IMPROVEMENTS.

The old Temperance Hall has been torn down, also the ruins of the Tientsin Trading Company, (burnt) preparatory resuming. The Temperance Society is putting up a fine building with much better accommodation for all the purposes of the Society's work than the old hall provided, and room also that can be let to those desiring quiet home-like quarters, or to transient visitors at reasonable rates. It is hoped to place the building under a foreign manager and so make it a more desirable place of resort for seamen, and make it accomplish a better work among them. The T. T. Co. is also about to erect a much larger and finer building than the old one. Growth, improvement, and perhaps one may say "Great Expectations," seem to be the order of the day.

THE REVENUE AND EXPENDITURE OF CHINA.

The Foreign Office has issued a valuable report by Mr. Jamieson, our Consul at Shanghai, on the revenue and expenditure of the Chinese Imperial Government. The report, which is of considerable length, was prepared in view of the appearance of China in the money markets of Europe as a borrower of considerable sums, and it naturally traverses the same ground as the recent letters of Mr. E. H. Parker, as well as the letters from the Special Correspondent of *The Times* in China. Mr. Jamieson, after examining the various sources of Imperial revenue, puts the total of the latter at \$8,079,000 taels (or £1,14,820,000), of which the land tax yields just over 25, the foreign Maritime Customs nearly 22, the salt tax over 23, and *lithai* nearly 13 million taels. As to the elasticity of this revenue, Mr. Jamieson regards the land revenue as not only very far below what it might reasonably be, but much less than the actual sums collected. There is also room for large increase in the case of the salt tax. In both cases it is a question of honest administration. Since the war a slight increase has been made in the duty on salt; but Mr. Jamieson's conclusion, after an examination of the figures and of the Indian statistics, is that there is still an ample fund from which to gain increased revenue from salt. The truth seems to be that, in regard to *lithai*, the local authorities must devise ways and means; Peking insists on larger remittances, and the provinces must find the money as best they may. The present system of levying these duties is absurd; three, and sometimes four, different sets of officials collect taxes from the same goods, and sometimes even compete with each other. In the critical cases in the night as well as in the day, it was fully recognised, but it appeared to the majority that the need of good water, and of a reliable inspection of the meat were of greater importance; and it seemed undesirable to attack too many schemes at once, so selection had to be made.

Probably this was wise, but the others must come soon, as our community is a growing one. It is hoped that the so-called "extra-concession" will yet be secured; the arrangement seems likely to be effected. The desirability of the situation on the sea shore, about five miles from the railway station of Peitah, as a health or summer resort appears to be fully accepted, if not established. A considerable number of houses are to be built this season, and property has already made a large advance in value. It can be reached in about two hours from Tientsin, eight by rail, and the remainder across country by various modes of conveyance and through a varied scene with occasional glimpses of the ocean before it is

reached, which makes the two hours' journey a very pleasant one. The place promises to be a great boon to the Tientsin community, and some others as well. It is thought by some that it will not be a great while before we have a branch of the railway running out to these sea-side residences. In the lower reaches the ice is still firm, but the warmer weather must soon soften it.

THE PORT OPENED.

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March 8th.

As my last was delayed for the steamer, I will add a line or two. Our first mail by steamer was sent on Saturday evening, sent up by rail. We hope to see the steamer at the Bund, however. A considerable overland mail reached us to-day, which we hope is the last of the season. The overland service has been very unsatisfactory this past winter. We hope now for better conditions than ever in our mail service; much trouble is caused, however, by non-delivery of stamps, and the expense of paying in cash.

THE RIVER QUESTION.

The question of our river navigation is being taken up vigorously by the B.M.C., and if the French Council and all the Consuls support them vigorously there is good reason to believe that the old and better conditions of the river can again be restored. As your correspondent has often pointed out, the closing of the various channels above and below Tientsin, which have been opened from the river, and which carry away a large quantity of the water above the city from its proper channel, and the same of tide water below the city, thus decreasing the volume of water, and the speed of its current. This alone would largely if not entirely restore the conditions. Other improvements are possible, but this is imperative, as the inspecting Engineer's report (Mr. Do Lade) will show. It remains to me to say that the *Portuguese* is mastheaded for fifty-three years, and only just remembered. Well, what are you going to do?

"Oh, just patch you up a bit."

"Is this going to be an annual affair?"

"What, the patching?"

"No, the festooning, you lubber."

"I believe so; what do you think of it?"

"Well," and a tear trickled down his smoke and fog begrimed face, "it proves to be no worse for us fortunates; that I and the brave hearts who fell in the field, and the brave sailors in the Bay did our duty, and our country is grateful." A short pause ensued. Presently, "Who's mending the affair?" he exclaimed.

"The Navy League," I replied.

"The Navy League?" and here his features brightened up. "Ah, look here, sir, tell my countrymen to keep their weather eyes upon the Navy. In the strength of her ships and valour of her sailors our country's greatness lies. If she is to retain her position as mistress of the waves, she must spare no expense over her watch-dogs of the deep. Every effort should be made to rouse the patriotic feelings in the breasts of England's manhood; a love for the sea in the young should be fostered, and every facility given them for serving their country. Every man should be alive to a possible danger, and that danger, mark you, can only spring from a weakness in our naval power. That power can never be great, the fact can never be too numerous, or the ships too well manned. The greatest gratitude England can show the man who now deserves to be the hero of the sea is to let him have his due credit. The Regatta did not notice the error, and the judgment was duly drawn up, signed and registered before the mistake was discovered.

Not often (says the *Daily Telegraph*) does a witness in the Law Courts venture to rebuke counsel without receiving a grave reminder from the bench of his duty to submit patiently to whatever may befall him. But an incident which occurred in a trial before Mr. Justice Hawkins shows that there are exceptions to the general rule. A dock labourer, a sturdy fellow, who appeared to have great confidence in himself, was under cross-examination by a rather impudent Queen's Counsel, and in the middle of it the learned Judge interrupted to put a question to him. Before the witness had time to reply, the hard-headed dock labourer turned promptly round to the lawyer with the remark: "You shut up; I'm talking to the governor now." This reply caused much laughter in court. Both the Judge and the lawyer took the matter in good part, and permitted the witness to finish his explanation.

"We propose to show, gentlemen of the jury," said counsel for the defendant in the Chetian's Court the other day, "that it is impossible for the defendant to have committed this crime. In the first place, we will prove that the defendant was nowhere near the scene of the crime at the time the crime was committed. Next we will offer the indisputable testimony of persons who saw the defendant at the spot, and who did not see the defendant commit the crime. We will show that no poison was found in the body of the deceased. Not only that, but we will prove that it was put there by the prosecution in this case. We will furthermore show that the deceased committed suicide. And last, but not least, we will prove beyond the shadow of a doubt that the deceased is not dead. In view of which corroborative facts, gentlemen of the jury, we respectfully ask for an acquittal!"

It is a fact well known that for some years past every possible effort has been made to strengthen the British fleet, both by the addition of new and powerful ships and by the putting of all available vessels in the best possible condition. The vessels laid up at the dockyards are kept in condition for instant service and supplies of all sorts are being accumulated. Even the army and volunteer forces are being greatly strengthened and prepared. How greatly these preparations can be carried on is shown by the fact that neither the Tonghsu expedition nor the recent Ningsia expedition were known to be in preparation until the time of active work arrived.

Although Great Britain now dominates the Mediterranean and holds both ends of the Suez Canal, British statesmen realise that it is possible that a combination of European powers might make the road to India through the Mediterranean and the Suez Canal impossible. Such a contingency has been foreseen and largely provided against. Not only have the trans-Pacific lines been encouraged to maintain an efficient service, but the Canadian Pacific Railroad was built largely with Government assistance, and a line of fast steamers was established to serve as a connecting link between the Orient and the western terminal of the railroad. Strong fortifications have been established at Keelung to protect the terminal of the railroad and the sailing place of the ships of this new route.

Thus the closing of the Suez route would, no doubt, damage the Great Britain's interest in the Far East, as far as was concerned.

Material could be hurried to India via Canada and the Pacific with very little loss of time than would be the case via the Suez route.

In order to make herself more independent, Great Britain is now contemplating the building of a Pacific cable which would connect her via Canada with all her Far Eastern possessions.

Kipling's Review.

Intimations.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE FOURTEENTH ORDINARY GENERAL MEETING of SHARE-HOLDERS in the COMPANY will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on MONDAY, the 22nd March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1896, declaring a Dividend, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 22nd instant, both days inclusive.

SHEWAN, TOME & Co., General Managers. Hongkong, 4th March, 1897. [405]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the COMPANY will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on MONDAY, the 22nd March, at 12.30 P.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1896, declaring a Dividend, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 22nd instant, both days inclusive.

SHEWAN, TOME & Co., General Managers. Hongkong, 13th March, 1897. [454]

ST. GEORGE'S BALL 1897.

A MEETING of SUBSCRIBERS to ST. GEORGE'S BALL 1897, will be held in the CITY HALL on TUESDAY, the 23rd March, at 4 P.M., to receive and pass the Accounts and to determine what shall be done with the Balance.

T. SERCOMBE SMITH, Honorary Secretary. Hongkong, 12th March, 1897. [471]

THE CHINA ASSOCIATION, HONGKONG BRANCH.

NOTICE.

A MEETING of MEMBERS will be held at the ROOMS of the CHAMBERS OF COMMERCE on THURSDAY, the 25th instant, at NOON, for the purpose of receiving the Report and Statement of Accounts for the past year, and elect a Committee.

F. HENDERSON, Hon. Secretary. Hongkong, 19th March, 1897. [482]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE NINETEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the COMPANY will be held at the OFFICES of the GENERAL AGENTS, Pedder's Street, at 12.30 P.M., on SATURDAY, the 27th March, for the purpose of receiving their Report with a Statement of Accounts to 31st December, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 27th March, both days inclusive.

JARDINE, MATHESON & Co., General Agents. Hongkong, 6th March, 1897. [416]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE FIFTEENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the COMPANY will be held at the OFFICES of the GENERAL AGENTS, Pedder's Street, at 12.30 P.M., on SATURDAY, the 27th March, for the purpose of receiving their Report and a Statement of Accounts to 31st December, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 27th March, both days inclusive.

JARDINE, MATHESON & Co., General Agents. Hongkong, 6th March, 1897. [417]

VICTORIA RECREATION CLUB.

ATHLETIC SPORTS.

IT is proposed to hold an ATHLETIC MEETING on SATURDAY, 27th March, under A. A. A. RULES (subject to sufficient entries being received).

EVENTS:

1.—100 YARDS FLAT RACE (Handicap).
2.—LONG JUMP.
3.—200 YARDS FLAT RACE (Handicap).
4.—100 YARDS HURDLE RACE, 10 Flights.
5.—HALF-MILE FLAT RACE.
6.—HIGH JUMP.
7.—100 YARDS FLAT RACE.
8.—THROWING THE RICKET BALL.
9.—ONE MILE FLAT RACE (Handicap).
10.—100 YARDS VETERANS RACE (Handicap).
11.—400 METRES FLAT RACE (Challenge Cup).
12.—SACK RACE.
13.—INTERNATIONAL TUG-OF-WAR.
14.—PUTTING THE SHOT.
15.—CONSOLOATION RACE.
16.—BICYCLE RACE. Open to all-comers, 1 mile.
17.—BICYCLE RACE, 2 miles. Open to all-comers (Handicap).
18.—HALF-MILE FLAT RACE (Handicap), open to Soldiers, Sailors and Police.
19.—TUG-OF-WAR.—Men a side—open to Non-Commissioned Officers and Men of the Army, Navy and Police. Each Ship, Regiment or Corps may enter one team only.

20.—LADIES' BICYCLE RACE, Half-mile Open.

EVENTS 1—17, open to all GENTLEMEN AMATEURS who are MEMBERS or VISITORS of the HONGKONG CLUB, CLUB GERMANIA, LUSTTANO, CITY, CRICKET or VICTORIA RECREATION and HONGKONG BOAT CLUBS. Entrance fee \$1. for each Event (1—17). General Entry, \$3. Entries CLOSE on FRIDAY, 16th March. Entrances forms obtainable at the above mentioned CLUBS.

R. F. LAMMERT, Acting Hon. Secretary. Hongkong, 13th March, 1897. [455]

CARBOLINEUM AVENARIUS USED FOR 20 YEARS. With the Ultimo Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

SOLE Agents for China, SCHIELE & Co. Hongkong, 15th May, 1897. [53]

Intimations.

for us to "puff" our preparations, as every maker's goods are "the best" in his own estimation.

WASTE OF TIME
AND
PEACH-BLOSSOM SOAP
AND
CHAMPAGNE BITTERS,
are number ONE.

Proprietors,
Hongkong, 13th February, 1897.

WATKINS & CO. [13]

HOTEL
METROPOLE,
5, BUND, YOKOHAMA.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of staying either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Goldes are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA. L. DEWETTE, Manager, TOKYO. [48]

J.-J. CARNAUD, 3, rue d'Argout, PARIS
TIN BOXES
STAMPED ARTICLES
FOR
MILITARY
EQUIPMENT
Apply to Messrs. BODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

TO CYCLISTS.
GENTLEMEN interested in forming a CYCLING CLUB are requested to send their NAMES to

CYCLIST,
c/o Hongkong Telegraph Office.
Hongkong, 17th March, 1897. [476]

CANTON INSURANCE OFFICE, LIMITED.
ADJUSTMENT OF BONUS FOR THE YEAR 1896.

CONTRIBUTORS to the above Office are requested to furnish the Underwritten with a LIST of their CONTRIBUTIONS for the year ending 31st December, 1896, in order that the Distribution of BONUS may be arranged.

Returns not rendered prior to the 31st day of March instant will be adjusted by the Office, and no CLAIMS or ALTERATIONS will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents, CANTON INSURANCE OFFICE, LIMITED, Hongkong, 1st March, 1897. [385]

NOTICE
DOUGLAS STEAMSHIP COMPANY, LIMITED.

IN accordance with the Privileges of No. 19 of the Articles of Association, the GENERAL MANAGERS with the approval of the Consulting Committee, have THIS DAY declared an INTERIM DIVIDEND at the RATE of 4 PER CENT. for the Half-year ending 31st December, 1896, on the Paid-up Capital of the Company.

DIVIDEND WARRANTS Payable on TUESDAY, the 23rd instant, will be issued to SHAREHOLDERS.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 23rd instant, both days inclusive.

DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 15th March, 1897. [444]

THE GRILL ROOM, 5, QUEEN'S ROAD.

THE LEADING CATERERS ON TUESDAYS,
GREEN TURTLE STEAKS for TEA-TIME.
GREEN TURTLE SOUPS for DINNER.

ALADS and DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice.

WEDDINGS, PRIVATE PARTIES,
TIFFINS and DINNERS a Specialty, Hongkong, 14th December, 1896. [67]

MITSUI BUSSAN KAISHA
No. 5, Queen's Road Central.
Head Office—TOKIO.
Branch Offices—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies—Milki Coal Mines, Ohmura Coal Mines, Kanada Coal Mine.

Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan.

Kanegafuchi Cotton Spinning Mill, Japan, The Miles Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory, Hongkong, 12th December, 1896. [68]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ships.

We are the only Water-Boat Company in Hongkong exclusively Supplying FILTERED WATER.

Call Flag "W."

J. W. KEW & Co., STEAM WATER-BOAT Co., 12, Praya Central.

Hongkong, 1st October, 1897. [69]

TO LET.

HOUSES in REION TERRACE—"HARFORD" at MAGAZINE GAP, "THE KINWELL" in MAGAZINE GAP, FLOORS in BLUE BUILDINGS, GODOWNS in BLUE BUILDINGS.

Apptys to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

18th February, 1897. [70]

TO LET.

"FOREST LODGE," No. 33, CAINE ROAD, TOP FLOOR of No. 5, QUEEN'S ROAD CENTRAL.

No. 15, HOLLYWOOD ROAD.

Apptys to DAVID SASSOON, SONS & Co., Hongkong, 15th March, 1897. [68]

REASONABLE PRICES.

Hongkong, 14th May, 1897. [69]

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK.

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